

EXECUTIVE SUMMARY

This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) Division 20 Portal Widening/Turnback Facility Project (Proposed Project) and its potential environmental effects. It contains the purpose of the Draft Environmental Impact Report (EIR), a summary of the environmental review process, the project history, project objectives, a description of the Proposed Project, a summary of environmental impacts and mitigation measures, areas of controversy, and issues to be resolved.

Purpose of this Draft EIR

Metro has prepared this Draft EIR for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Section 15000, et seq.).
- To inform public agency decision makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

Metro serves as the “lead agency” for the Proposed Project in accordance with the CEQA Guidelines Sections 15051 and 15367, which define the lead agency as the public agency that has the principal responsibility for executing or approving a project. As described in CEQA and the CEQA Guidelines, public agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In discharging this duty, a public agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

This Draft EIR is an informational document designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated.



Source: Terry A. Hayes Associates Inc., 2017.

Environmental Review Process

In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on October 18, 2017 to the State Clearinghouse, various public agencies, and the general public for the required 30-day review and comment period. Scoping meetings were held on October 25, 2017 and November 8, 2017 to facilitate public review and comment on the Proposed Project and issues to be addressed in the Draft EIR. A revised NOP was circulated for another 30-day review period from January 3, 2018, to February 2, 2018, due to a revision to the project description (i.e., the addition of 100-120 North Santa Fe Avenue for maintenance activities).

Public Comments

The 45-day public review and comment period for this Draft EIR is from **March 16, 2018 to April 30, 2018**.

During this period, public agencies, organizations, and individuals may submit written comments concerning the adequacy of the Draft EIR to:

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Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
Mail Stop 99-16-9
Los Angeles, CA 90012
LibanE@metro.net*

Public Hearing

Metro will conduct a public hearing to take testimony on the Draft EIR on **Thursday, April 12, 2018**. The meeting will be held at **6:00 p.m. at the Metro Board Room at One Gateway Plaza in Los Angeles, CA**.

After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to those agencies for review prior to consideration of the Final EIR by Metro's Board of Directors.

Upon completion of the Final EIR and other required documentation, the Board of Directors may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.



Source: Terry A. Hayes Associates Inc., 2017.

Project Objectives

Given the ongoing Metro Purple Line Extension Project, storage constraints that inhibit fleet expansion, and the absence of a turnback facility, the goal of the Proposed Project is to accommodate the expansion and associated increased ridership of the Metro Red and Purple Lines. The two objectives of the Proposed Project are:

1. Provide core capacity improvements needed to accommodate increased service levels on the Metro Red and Purple Lines.
2. Provide new tracks and switches that will allow trains to provide faster service times at Union Station.



Source: Metro, 2017.

Project History

In order to accommodate increased service levels on the Metro Red and Purple Lines, Metro is planning critical facility improvements including the widening of the heavy rail tunnel portal south of the U.S. Highway 101 (US-101) freeway and the introduction of a turnback facility in the Division 20 Rail Yard. With these improvements, new tracks and switches would allow trains to turn around more quickly at Union Station. Non-revenue Metro Red and Purple Line trains currently proceed underground south of Union Station and emerge at-grade through the portal just south of the US-101 freeway before entering a complex set of switches in the main Rail Yard.

On March 23, 2017, an Initial Study/Mitigated Negative Declaration was adopted by the Metro Board of Directors for the former Red/Purple Line Core Capacity Improvements Project. Since that date, the design team has been looking at various refinements to maximize flexibility in the operations of the Division 20 Rail Yard, including the addition of storage tracks. These refinements require additional environmental analysis in the context of an EIR to address potentially significant impacts.



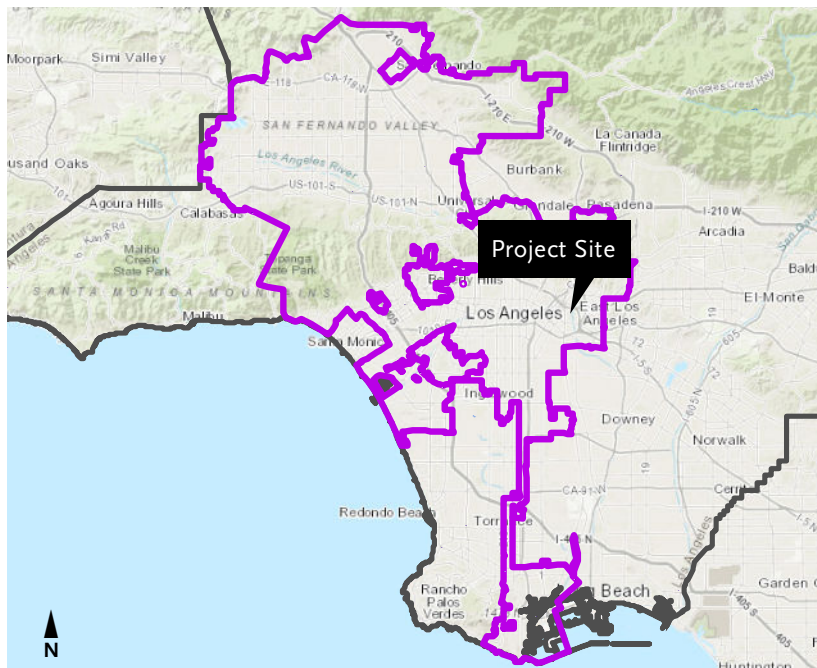
Source: Metro, 2017.

Proposed Project

The Proposed Project includes widening of the portal for the Metro Red and Purple Lines, construction of new storage tracks, and the provision of a new turnback facility.

Project Location and Setting

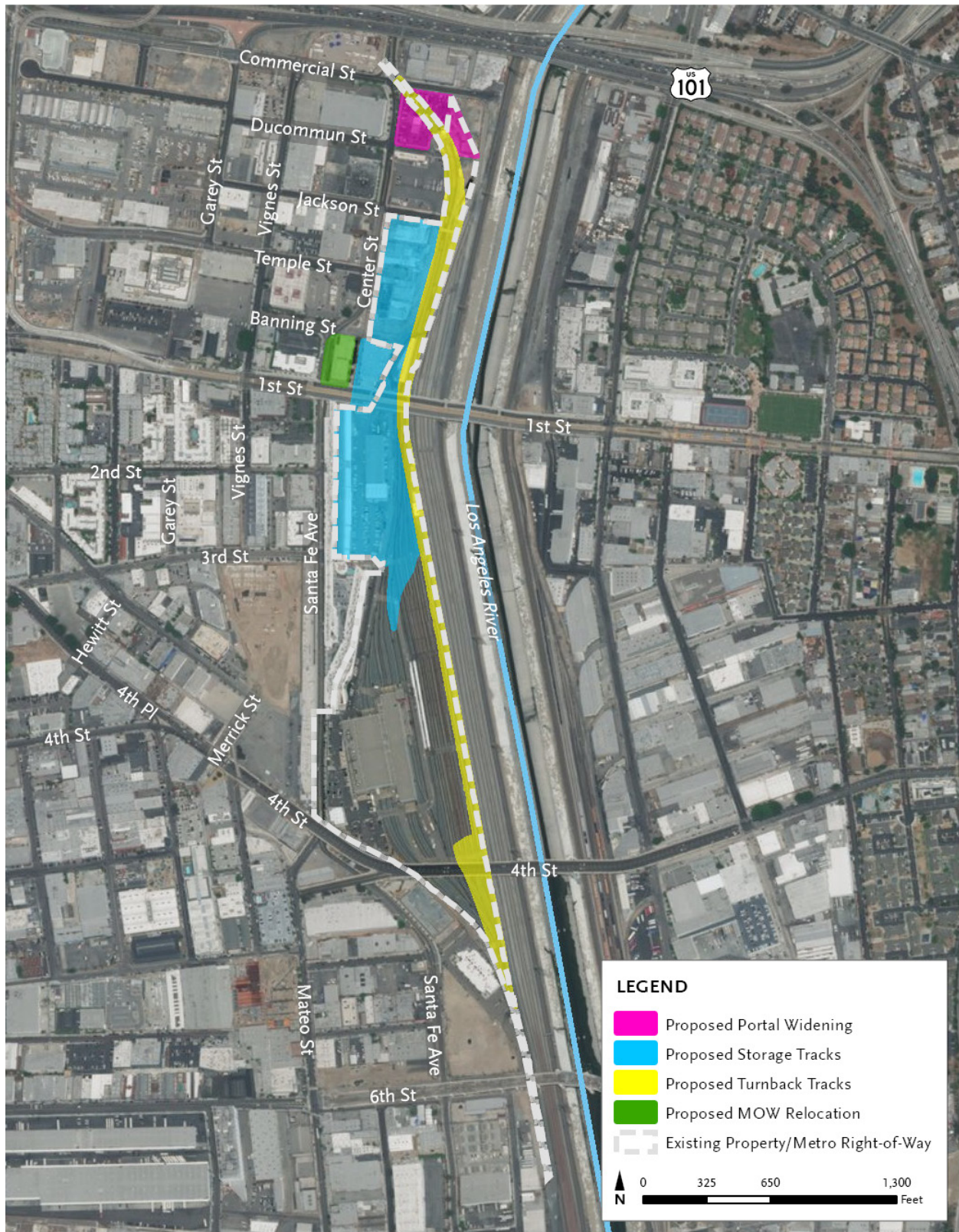
The Project Site is regionally located in the northeast edge of downtown Los Angeles, in Los Angeles County. It is generally bounded by the Los Angeles River to the east, Santa Fe Avenue to the west, Ducommun Street to the north, and the 6th Street Bridge to the south. The western boundary of the Project Site includes commercial/industrial properties along Santa Fe Avenue, as well as the One Santa Fe (OSF) mixed-use complex immediately south of the 1st Street Bridge. Immediately to the south and southwest of the Project Site is the Arts District, which is comprised of residential, industrial, and commercial uses, and art galleries and exhibition warehouse spaces. Land uses to the north include commercial/industrial buildings, and the Los Angeles River is located to the east beyond freight rail tracks.



Source: Terry A. Hayes Associates Inc., 2018.

Project Components

- Widening the tunnel portal that currently connects the Metro Red and Purple Lines to the Rail Yard, including construction of a new ventilation shaft building;
- Constructing new storage tracks;
- Reconfiguring existing tracks and access roads to accommodate a turnback facility;
- Installing a new traction power substation and emergency backup power generator;
- Expanding the Rail Yard westward into areas currently occupied by the Citizens Warehouse/ Lysle Storage Company building, the Los Angeles Police Department (LAPD) Viertel's Central Division Police Garage, and the National Cold Storage facility;
- Repurposing an existing building at 100-120 North Santa Fe Avenue for Maintenance of Way activities;
- Modifying the 1st Street Bridge piers and superstructure; and
- Vacating portions of three City streets (i.e., Jackson, Banning, and Ducommun Streets east of Center Street).



NOTE: Exact location of storage tracks and turnback tracks to be determined.

Source: Terry A. Hayes Associates Inc., 2018.

Project Implementation

The successful implementation of the Proposed Project's components would necessitate the demolition of the existing MOW Location 61A building, the LAPD Viertel's Central Division Police Garage, and the National Cold Storage facility, as well as the modification of the Citizens Warehouse/Lysle Storage Company building. Additionally, streetscape improvements and a physical safety perimeter would be installed for the integration of the Proposed Project into its surrounding urban environment.

In a coordinated effort to address previously gathered public input and create a cohesive street frontage along the east side of Center Street, the Proposed Project will soften the Project perimeter with a range of streetscape improvements including, but not limited to, landscape buffers, street trees, and street lighting along portions of the east side of Center Street. These landscaped buffers would be provided on Division 20 property and not along the public right-of-way. Such improvements would be similar in character to those to be provided along portions of the east side of Center Street by the Eastside Access at 1st and Central Project, which includes bike lanes, crosswalks, street trees, and street lighting, as well as those to be provided by the Metro Emergency Security Operations Center Project, which includes landscape elements and street lighting.

The Proposed Project would include a physical perimeter facing Center Street. An emergency access road that would not be used on a regular basis would be constructed on the Project Site. The physical perimeter along Center and Commercial Streets would prevent the public from freely accessing the Division 20 Rail Yard. The physical perimeter would not encroach onto public rights-of-way. Although its exact design has not been determined at this time, it would consist of a solid wall or steel fence between 8 and 12 feet tall built to standard Metro safety specifications.

Construction activities would begin in early Spring 2019 and finish in Fall 2023. Demolition would include removal of up to 306,875 square feet of existing buildings on and off the existing Division 20 Rail Yard, and rehabilitation of 22,651 square feet associated with the 100-120 North Santa Fe Avenue building. Construction activities would also include removal and modification of 1st Street Bridge piers and superstructure. Approximately 100,000 cubic yards of soil associated with the portal widening and leveling of the Project Site in the area of expansion would be excavated and exported from the Project Site. Construction activity would require the relocation of utilities. Construction laydown and staging areas would be located on the Project Site to eliminate on-street queuing that could interfere with existing traffic. Construction workers would be prohibited from parking on public streets and required by contract specifications to park on property owned by Metro.

Significant and Unavoidable Impacts

- *Cultural Resources (Historical Resources)*. The Citizens Warehouse/Lysle Storage Company building has been determined to be eligible as a City of Los Angeles Historic-Cultural Monument. The Proposed Project includes mitigation to preserve and protect approximately 20,000 square feet of the building, including the frontage facing Center Street. However, the demolition of approximately 30,000 square feet would result in a significant and unavoidable impact. In addition, the 1st Street Bridge is designated by the City as a Historic-Cultural Monument. The Proposed Project would remove bents to accommodate new tracks. The Proposed Project includes mitigation measures to retain the original decorative brackets, reflect the original board-form appearance on new concrete, and use an infill treatment similar to the treatment used when the Bridge was first widened to accommodate the Metro Gold Line. However, removal of the bents would result in a significant and unavoidable impact. Furthermore, the National Ice and Cold Storage building would be demolished, which would result in a significant and unavoidable impact.
- *Noise and Vibration (Construction Noise and Vibration)*. The Proposed Project would include construction activities involving heavy-duty equipment directly adjacent to OSF. In addition, nighttime construction may be required to limit operational impacts to the existing Rail Yard. Noise and vibration levels would potentially exceed Federal Transit Administration (FTA) standards at OSF. The Proposed Project includes Noise and Vibration Control and Monitoring Plans as mitigation measures. However, no feasible mitigation measures were identified to reduce the significant impact to a less-than-significant level.

Areas of Controversy

Known areas of controversy associated with the Proposed Project include street closures, impacts to surrounding businesses, construction equipment staging areas, truck haul routes, impacts to historic resources, construction noise levels, construction-related air quality pollutant emissions, and aesthetics along Center Street.

Summary of Environmental Impacts and Mitigation Measures

This Draft EIR has been prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels, and impacts that are less than significant or non-existent.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3.0 Environmental Impact Analysis and Chapter 4.0 Other Environmental Considerations. Table ES-1 provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

Table ES-1 Summary of Impacts and Mitigation Measures

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
CHAPTER 3 ENVIRONMENTAL IMPACTS			
Aesthetics	Significant	<p>AES-1 Construction-related light fixtures shall be equipped with glare diffusers and feature directional shielding in order to avoid the spillover of light onto adjacent residences.</p> <p>AES-2 Permanent operations-related light fixtures shall feature directional shielding in order to avoid the spillover of backlight and uplight onto adjacent residences.</p>	Less than Significant
Air Quality	Less than Significant	None	Less than Significant
Cultural Resources	Significant	<p>CR-1 Design measures shall be developed by the Project Architect and Engineer and implemented by the Project Contractor to minimize harm due to alterations to the 1st Street Bridge. Design measures shall include surface treatment of new concrete to reflect but be distinguishable from the original board-form appearance, retention of the decorative brackets, and an infill treatment of the incising arches in a manner similar to the treatment used when the Bridge was first widened to accommodate the Eastside Light-Rail Extension of the Metro Gold Line Project.</p> <p>CR-2 Metro shall conduct further historical research and analysis to document, in an exhibit, report, or website, the historic association and significance of the Citizens Warehouse/Lysle Storage Company building. The documentation shall include a discussion of who lived and worked in the building and its role in the early settlement history of the Arts District. A description of the construction history of the complex from 1888 until the present time shall also be included in the documentation. Copies of the report or exhibit shall be provided to the City of Los Angeles Public Library for public education purposes. The documentation shall be completed prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.</p> <p>CR-3 Metro shall prepare and implement a plan to retain and stabilize approximately 20,000 square feet of the extant portion of the Citizens Warehouse/Lysle Storage Company building along Center Street (10,000 sf per story), including the former location of the Art Dock, for potential future reuse. Stabilization of the remaining portions of the buildings shall be designed and conducted in a manner consistent with the applicable SOI</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>Standards. The plan shall be prepared prior to commencement of any Project construction activities that could adversely affect the Citizens Warehouse/Lysle Storage Company building.</p> <p>CR-4 Metro shall prepare a report that documents, in-depth, the history and context of ice making and cold storage facilities in Los Angeles and the role played by National Ice and Cold Storage during its most significant years. Copies of the report shall be provided to the City of Los Angeles Public Library for public education purposes. The report shall be prepared prior to any demolition activities that would affect the National Ice and Cold Storage facility.</p> <p>CR-5 A qualified archaeologist who meets the standards of the Secretary of the Interior for Archaeology (Project Archaeologist) shall be retained to provide and supervise archaeological monitoring of all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be developed prior to the start of ground-disturbing activities outlining qualifications and roles of the Project Archaeologist and archaeological monitor, monitoring procedures, reporting requirements, and procedures to follow if cultural resources are encountered during construction.</p> <p>The Project Archaeologist shall prepare monthly cultural resources monitoring progress reports to be filed with Metro. In the event that cultural resources are exposed during construction, the archaeological monitor shall temporarily halt construction within 50 feet (15 meters) of the discovery (if safe) while the potential resource is evaluated for significance (i.e., eligible for listing in the CRHR per PRC Section 5024.1 (c), or in a local register of historical resources as defined in PRC Section 5020.1 (k)). Construction activities could continue in other areas that are a distance of at least 50 feet from the discovered resource. If the discovery proves to be significant, representatives of Metro and the Project Archaeologist shall meet to determine the appropriate avoidance or minimization measures. In considering suggested mitigation, Metro shall determine whether avoidance and preservation in place is feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations. Under CEQA Guidelines Section 15126.6(b)(3), preservation in place is the preferred method of mitigation and, if feasible, shall be adopted to mitigate impacts to</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of the impacts. If avoidance and preservation in place is infeasible, other appropriate measures, such as data recovery excavation, shall be instituted. If data recovery is deemed appropriate, a Treatment or Data Recovery Plan (Plan) outlining the field and laboratory methods to be used shall be prepared by the Project Archaeologist in accordance with CEQA Guidelines Section 15064.5 (f) and approved by Metro prior to initiation of data recovery work. The Plan shall specify the appropriate treatment and/or curation of collected materials.</p> <p>CR-6 A qualified paleontological monitor shall be retained to monitor project-related excavation activities on a full-time basis in previously undisturbed Pleistocene deposits, if encountered. Project-related excavation activities of less than ten feet in depth shall be monitored on a part-time basis to ensure that underlying paleontologically sensitive sediments are not being affected. In addition, the monitor shall ensure the proper differentiation between paleontological and archaeological resources.</p> <p>CR-7 A Paleontological Monitoring and Mitigation Plan (PMMP) shall be developed by a qualified professional paleontologist prior to the start of ground disturbing activities. A qualified professional paleontologist shall be retained to supervise the monitoring of construction. Paleontological resource monitoring shall include inspection of exposed geologic units during active excavations within sensitive geologic sediments, as defined by the PMMP and as needed. The monitor shall have authority to temporarily divert grading away from exposed fossils in order to efficiently recover the fossil specimens and collect associated data. The qualified paleontologist shall prepare monthly progress reports to be filed with Metro. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Matrix sampling shall be conducted to test for the presence of microfossils.</p> <p>CR-8 Recovered fossils shall be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility. The most likely repository would be the Natural History Museum of Los Angeles County.</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Cultural Resources	Significant	<p>CR-9 In the event that human remains, as defined above, are encountered at the Project Site, procedures specified in the Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) shall be followed. In this event, all work within 100 feet (30 meters) of the burial shall cease, and any necessary steps to ensure the integrity of the immediate area shall be taken. This shall include establishment of a temporary Environmentally Sensitive Area (ESA) marked with stakes and flagging tape around the find and 100-foot buffer. The Los Angeles County Coroner shall be immediately notified. The Coroner must then determine whether the remains are Native American. Work shall continue to be diverted while the Coroner determines whether the remains are Native American. Should the Coroner determine that the remains are Native American, the Coroner has 24 hours to notify the NAHC, who shall in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions shall be determined in consultation with the MLD. The MLD has 24 hours following notification from the NAHC to make recommendations regarding the disposition of the remains of the discovery. If requested by the MLD, measures shall be taken to the extent feasible to preserve and protect the remains in situ. If preservation in place is not feasible in light of such factors as the nature of the find, the Proposed Project design, costs, and other considerations, the appropriate treatment, reburial, or repatriation of the remains shall be determined in consultation with the MLD. If the MLD does not make recommendations within 24 hours, Metro shall, with appropriate dignity, re-inter the remains in an area of the property secure from further disturbance. Alternatively, if Metro does not accept the MLD's recommendations, Metro or the MLD may request mediation by the NAHC. The location of the remains shall be kept confidential and secured from disturbances and looting until the appropriate treatment has been identified and implemented. No information regarding the discovery of human remains shall be publicized.</p>	Significant
Energy	Less than Significant	None	Less than Significant
Greenhouse Gas Emissions	Less than Significant	None	Less than Significant
Hazards and Hazardous Materials	Less than Significant	None	Less than Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Noise and Vibration	Significant	<p>NV-1 The Contractor shall submit a Noise Control and Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall state that:</p> <ul style="list-style-type: none"> • Equipment shall include enclosed engines, acoustically attenuating shields, and/or high-performance mufflers; • Equipment and staging areas shall be located away from noise-sensitive receivers; • Equipment shall not idle when not in use; • Temporary noise barriers and/or noise control curtains shall be installed; • Construction-related truck traffic shall be routed away from local residential streets and/or sensitive receivers; • Impact pile driving shall be prohibited. • The use of impact devices such as jackhammers and hoe rams shall be minimized, using concrete crushers and pavement saws instead; • The Noise Control and Monitoring Plan shall include a site drawing, an inventory of equipment, calculations of the one-hour L_n noise levels at sensitive receptors (i.e., OSF), and compliance with FTA noise criteria. An updated Noise Control and Monitoring Plan shall be completed and submitted within ten days of the start of each quarterly period, or whenever there is a major change in work schedule, construction methods, or equipment operations. <p>NV-2 Metro shall install low-impact frogs at locations with special trackwork. This applies to the OSF-adjacent storage yard and yard tracks within a 200-foot radius of the northern portion of the northern OSF building. This also applies to existing yard tracks leading to the Maintenance Facility, as well as new yard tracks within a 200-foot radius of the northern portion of the southern OSF building.</p>	Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
Noise and Vibration	Significant	<p>NV-3 The Contractor shall submit a Vibration Monitoring Plan to Metro that is prepared, stamped, and administered by the Contractor's Acoustical Engineer. This plan shall include:</p> <ul style="list-style-type: none"> • A survey of OSF building foundations with photographs of existing conditions limited to buildings within 25 feet of high-vibration-generating construction activities. Another survey shall be completed at the end of construction activities to assess potential damage. Damaged structures shall be returned to the preconstruction state by the Contractor. • A requirement to monitor vibration at any building where vibratory rollers or similar high-vibration-generating equipment would be operated within 25 feet of buildings and at any location where complaints about vibration are received from building occupants. Construction activities shall be stopped and alternative methods introduced if vibration levels exceed 0.2 inches per second at OSF. Examples of high-vibration construction activities include the use of vibratory compaction or hoe rams next to sensitive buildings. Alternative procedures include use of non-vibratory compaction in limited areas and a concrete saw in place of a hoe ram to break up pavement. • Nighttime construction activities near OSF shall not include equipment operations within the minimum distances shown in Table 3.7.9. 	Significant
Tribal Cultural Resources	Significant	<p>TCR-1 Because of the potential for tribal cultural resources, a Native American monitor shall be retained to monitor all project-related, ground-disturbing construction activities (e.g., boring, grading, excavation, drilling, trenching) that occur after existing pavement and buildings are removed. The appropriate Native American monitor shall be selected based on ongoing consultation under AB 52 and shall be identified in the Cultural Resources Monitoring and Mitigation Plan (CRMMP), as described in Mitigation Measure CR-1. Monitoring procedures and the role and responsibilities of the Native American monitor shall be outlined in the project CRMMP. In the event the Native American monitor identifies cultural or archeological resources, the monitor shall be given the authority to temporarily halt construction (if safe) within 50 feet (15 meters) of the discovery to investigate the find and contact the Project Archaeologist and Metro. The Native American monitor and consulting tribe(s) shall be provided an opportunity to participate in the documentation and evaluation of the find. If a Treatment Plan or Data Recovery Plan is prepared, the consulting tribe(s) shall be provided an opportunity to review and provide input on the Plan.</p>	Less than Significant

Environmental Resource	Project Impact without Mitigation	Mitigation Measures	Project Impact After Mitigation
CHAPTER 4 OTHER ENVIRONMENTAL CONSIDERATIONS			
Agriculture and Forestry Resources	No Impact	None	No Impact
Biological Resources	No Impact	None	No Impact
Geology and Soils	No Impact	None	No Impact
Hydrology and Water Quality	No Impact	None	No Impact
Land Use and Planning	No Impact	None	No Impact
Mineral Resources	No Impact	None	No Impact
Population and Housing	No Impact	None	No Impact
Public Services	No Impact	None	No Impact
Recreation	No Impact	None	No Impact
Transportation and Traffic	No Impact	None	No Impact
Utilities and Service Systems	No Impact	None	No Impact

Source: Terry A. Hayes Associates Inc., 2018.